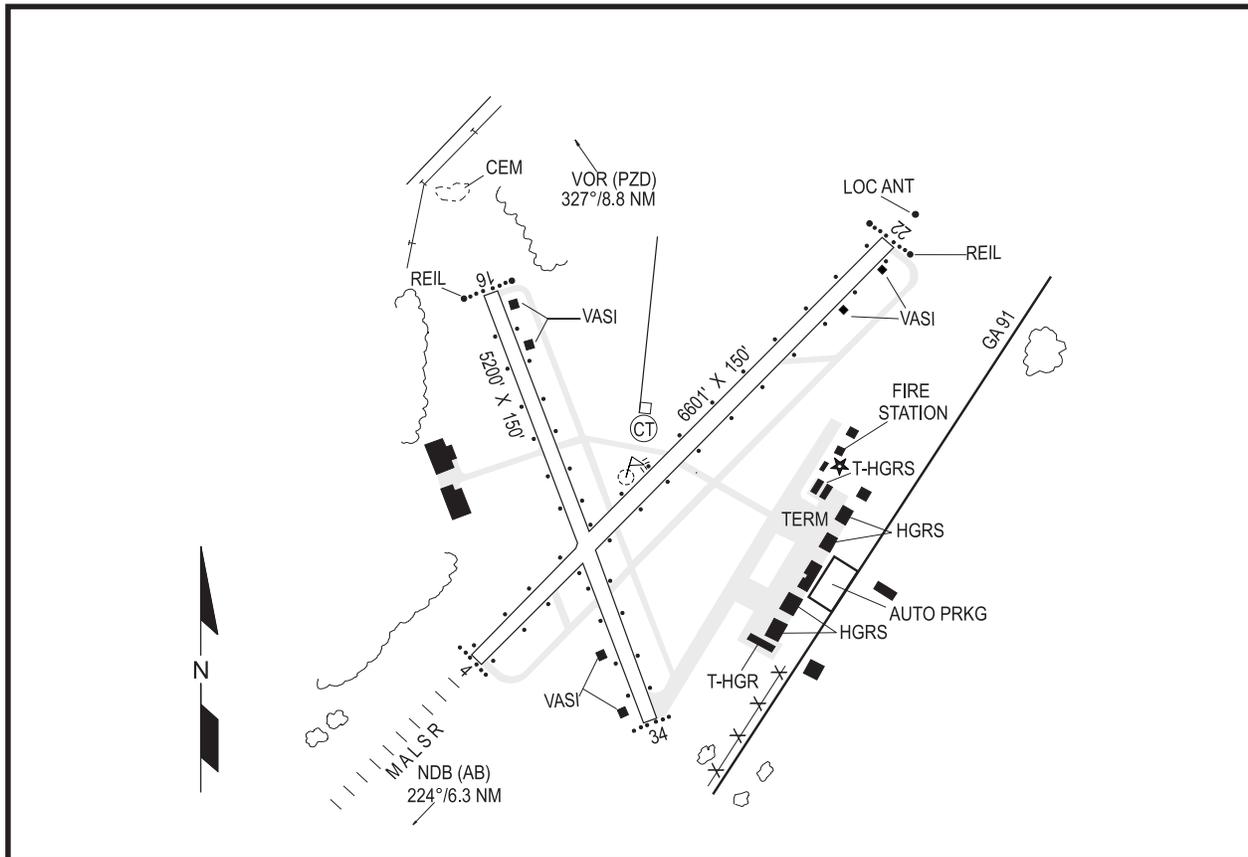
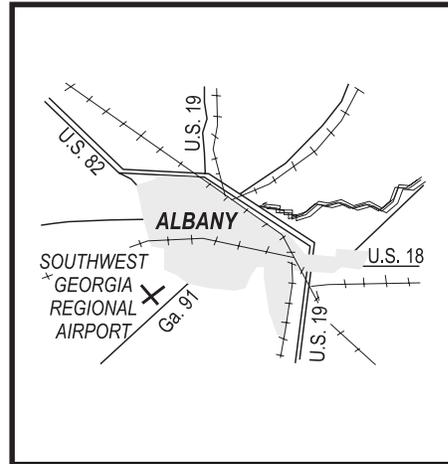
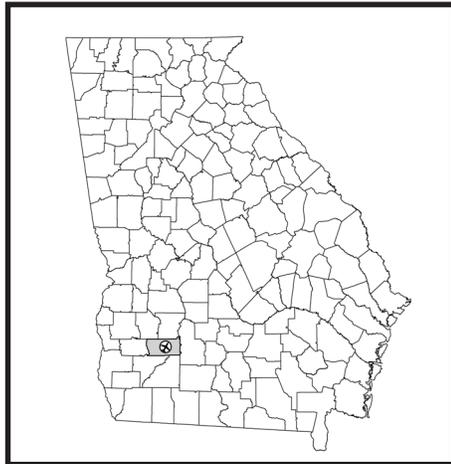


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Southwest Georgia Regional Airport is located in Dougherty County in southwestern Georgia 91 miles southeast of Columbus, and 91 miles northwest of Valdosta. The primary highway access to the airport from the northeast and southwest is via Georgia Highway 91. Other highways in the vicinity are U.S. Highways 19 and 82, and Georgia Highway 62.

The airport, situated on 980 acres, is owned and operated by the City of Albany. The airport accommodates a variety of aviation related activities including commercial service, recreational flying, agricultural spraying, aerial photography/surveying, corporate/business jets, shipping of just-in-time, police/law enforcement, and prisoner transport.



EXISTING FACILITIES

Southwest Georgia Regional Airport has two runways. Runway 04/22, the primary runway, is 6,601 feet long by 150 feet wide with high intensity runway lighting (HIRL) and a full parallel taxiway with medium-intensity taxiway lighting (MITL). Runway 04 has a medium-intensity approach lighting system with runway alignment indicator (MALSR) and Runway 22 has runway end identifier lights (REIL) and visual approach slope indicators (VASI). The secondary runway, Runway 16/34, is 5,200 feet long by 150 feet wide with medium intensity runway lights (MIRL), VASIs, and a full parallel taxiway with MITL. Runway 16 has REILs. The airport has a rotating beacon, segmented circle, wind cone, ASOS and control tower. The airport has an ILS and NDB or GPS approach to Runway 04; LOC BC approach to Runway 22; VOR or TACAN or GPS approach to Runway 16; and VOR/DME or GPS approach to Runway 34.

Current landside facilities and services include a full-service FBO and maintenance facility, a 4,000 square foot general aviation terminal/administrative building, and 42,000 square foot commercial terminal. The fuel concession carries AvGas and Jet A fuels. The airport has 52 hangar parking spaces, 30 apron parking spaces, and 323 general aviation auto parking spaces. Rental cars are available.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels show that based aircraft decreased from 82 in 1990 to a current level of 52. By 2021, the airport's based aircraft are expected to reach 64. Currently, the airport has approximately 45,253 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 61,757 by 2021. Commercial service operations and enplanements are expected to change from 5,048 and 41,125 to 4,368 and 55,330 by 2021. By the end of the planning period, the airport is expected to reach 31% of its available annual operating capacity.

Southwest Georgia Regional Airport	Current	2006	2011	2021
Based Aircraft	52	54	57	64
Operations	45,253	48,314	52,434	61,757
Local	19,170	20,467	22,212	26,161
Itinerant	26,083	27,848	30,222	35,596
Enplanements	41,125	43,062	47,530	55,330
Commercial Operations	5,048	2,912	3,640	4,368
Demand/Capacity Ratio	23%	24%	26%	31%

AIRPORT FACILITY AND SERVICE NEEDS

The Southwest Georgia Regional Airport has been classified as a Level III airport and should provide facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Upgrade VASI to PAPI
- Phase III: 4 additional apron parking spaces are needed

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects that are needed to make the airport compliant with each of these objectives.

FACILITY AND SERVICE OBJECTIVES Level III
Albany -Southwest Georgia Regional Airport-ABY

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 04/22)	6,601	5,500 feet or greater	None
Runway Width	150	100 feet	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Precision	Precision	None
Lighting- Runway	HIRL	HIRL for precision approaches; MIRL for non-precision	None
Lighting- Taxiway	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	VASI	PAPI	PAPI
Weather	ASOS	AWOS/ASOS	None
Ground Communications	Public Phone/RCO	Public Phone/GCO	None
Approach Light System	MALSR	Approach Lighting System	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	52 spaces	70% of based fleet	None
Apron Parking/Storage	30 spaces	30% of based aircraft plus additional 75% for transient aircraft	Phase III: 4 add'l spaces needed
Terminal/Administrative	4,000 square feet	2,500 square feet minimum with amenities	None
Aviation Auto Parking	323 spaces	One Space for each based aircraft, plus 50% for visitors/employees	None
Services			
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	Available	Available	None

OTHER RECOMMENDATIONS

Additional actions or projects required for Southwest Georgia Regional Airport to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase II (2008) and Phase III (2018)
- Adopt Land Use/Zoning Controls

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Southwest Georgia Regional Airport to meet each of the recommendations of the Georgia Aviation System Plan.

SOUTHWEST GEORGIA REGIONAL AIRPORT											
Associated City Albany	FAA Identifier ABY	Level III	Facility Objectives			Costs					
			Existing	Objective	Facility Needs	Phase I	Phase II	Phase III			
			Airfield								
Runway Length	6,601	5,500									
Runway Width	150	100									
Taxiway Type	Full Parallel	Full Parallel									
Runway Lighting	HIRL	HIRL									
Taxiway Lighting	MITL	MITL									
Land Acquisition											
Earthwork											
Pavement Maintenance	97 PCI	>70 PCI									
			Navigational Aids								
PAPI	VASI	PAPI			2		\$50,000				
Rotating Beacon	yes	Rotating Beacon									
Segmented Circle	yes	Segmented Circle									
Windcone	yes	Windcone									
Weather	ASOS	ASOS or AWOS									
GCO/Phone	RCO/Phone	GCO/Phone									
Approach Lighting	MALSR	Approach Lighting									
			General Aviation Facilities								
			Phase I	Phase II	Phase III						
Hangar Storage	52	45									
Apron	30	34			4				\$86,400		
Auto Spaces	323	96									
Terminal Space	4,000	2,000									
Fuel											
			Planning/Environmental								
ALP Update	1998	Update every 10 years		1	1				\$60,000		
Environmental Assessment											
			Subtotal				\$50,000	\$60,000		\$146,400	
Total Estimated Cost									\$	256,400	

Note: It is assumed that non-precision GPS approaches and precision GPS approaches will be available in the near future. The cost associated with this technology resides in the aircraft. Therefore, additional equipment costs associated with providing future non-precision and precision approaches have not been estimated.